

Integrating The Monorail

SODO

DEIS Comments

City of Seattle Comments on the
Seattle Monorail Green Line
Draft Environmental Impact
Statement

October 2003



City of Seattle

OVERVIEW

The City's DEIS comments related to the SODO segment emphasize the need to maintain freight mobility and the land use and economic impacts of the potential displacement of the Home Depot store.

ACCESS AND MOBILITY

Freight Mobility

Truck turns from side streets are difficult to accomplish for medium to larger trucks. Trucks need more time to accelerate into traffic and cross traffic streams. Further analysis should be undertaken to identify problem locations where monorail structures may displace existing truck access. When U-turns and U-turn routes are required for both trucks and automobiles along the Green Line Route and where truck left-turns may become restricted by the project, U-turn routes and U-turns will need to accommodate WB-67 vehicles, without adverse impacts to any residential or local streets. Where Truck-U-Turns and turn movements are expected and impacted mitigation may include; new signals, new left turn signals, new left turn lanes, signing and development of new U-turn Routes for trucks--these U-turn routes may utilized arterials or non-arterial industrial streets (4-44.)

The DEIS states that in SODO the Green Line would run along South Horton Street to cross the Burlington Northern Santa Fe (BNSF) tracks and SR 99. Spokane Street is the southern limit of alternatives currently under consideration for the AWWSRP. No changes are under consideration for the AWW itself in the vicinity of Horton, but there are potential changes to the rail crossings. One of the options under consideration by the AWWSRP involves relocating the Burlington Northern Santa Fe SIG rail yard to the south. This shift would increase the number of places rail tracks cross South Horton Street between First Avenue South and East Marginal Way. Plans for the Green Line structure (e.g. pier locations) along Horton Street should take

this possibility into account. (Also see 3-38 and 3-85)

Transit, Bicycle & Pedestrian Connections

The Lander Street station may have significant ridership potential given its proximity to the Starbucks Tower, which houses approximately 4,000 employees. The FEIS should incorporate a circulation plan for the station area, as further described in the Transportation section of the City's comment letter.

NEIGHBORHOODS & BUSINESSES

Manufacturing & Industrial Sector

The potential impacts of alignment alternatives to existing businesses should be identified and clearly differentiated in the FEIS and discussed in the context of the City Comprehensive Plan goal of retaining and attracting manufacturing and industrial sector businesses. For example, the DEIS does not describe how the east and west alignment alternatives on Third Avenue S would impact existing businesses.

Monorail Operations Center

The land use and economic impacts of the displacement of the SODO Home Depot store should be discussed in more detail in the FEIS. The store generates \$70 million per year in gross sales, significant City sales and business & occupation tax revenue (approximately \$6 million/year), and approximately 400 jobs.

UTILITIES & CONSTRUCTION

Public Services

The FEIS should acknowledge the following public safety and litter problems that may be of concern in the SODO area: graffiti removal from structures and pillars; accumulation of litter and debris around stations; and facility safety. The FEIS

should identify Crime Prevention through Environmental Design measures in the Project Description to keep the Green Line safe and free of negative activity.